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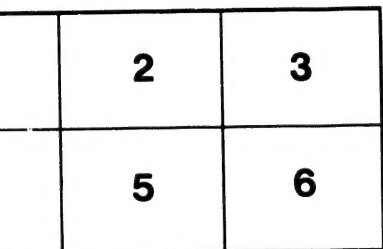
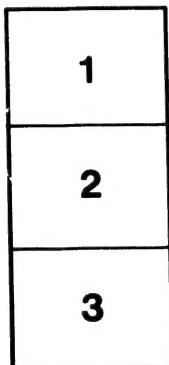
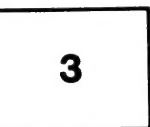
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FOREST CITY MACHINE WORKS

→ **GEO. WHITE** ←

KING STREET WEST, - LONDON, ONTARIO,

MANUFACTURER OF

IMPROVED PORTABLE & STATIONARY

STEAM ENGINES

AND BOILERS.

**INSPIRATOR OR INJECTOR
PUT ON WHEN REQUIRED.**

WHITE'S THRESHING ENGINE.



1877.

**REPAIRING ATTENDED TO
PROMPTLY.**

MR. GEO. WHITE,—

Tilbury Centre, Ont.

Dear Sir,—I have just seen a practical engineer who has had long experience with different engines; he says that your Engine is worth two of any other kind, in point of durability and service. He says the Goodrow and Tombley engine, now in its fourth year, is as good as ever, and has had no repairs; while others that came into this section the same season are worn out or almost worthless. I myself am satisfied that they are the best and most durable engines made.

Yours truly,

JOSEPH KIDD.

TESTIMONIALS.

MR. GEORGE WHITE,—

Caradoc, Longwood Station P.O.

Dear Sir,—With much pleasure we inform you that the Engine we purchased from you last August is satisfactory in every respect. The farmers say it takes the least wood and water of any engine they ever saw. We have had several threshers try to feed the steam down, but went away disappointed. We have used all kinds of water—in fact, some water was thick with mud—and it never showed the least sign of foaming. Furthermore, it has not cost us one cent. We have threshed from morning till night, and never had to stop.

I remain, yours truly,

CALER CAVAN.

MR. GEORGE WHITE,—

Burnside P.O., Man.

Dear Sir,—The Threshing Engine I purchased from you last year gave perfect satisfaction in doing its work. It run my separator with perfect ease with seventy pounds of steam. It uses very little wood or water, when compared with other engines of the same power. The spark-arrester is the best I have seen. Steam can be raised in a very short time, and held to the required amount of steam, with wood so damp that other threshing engines would scarcely burn at all. I would recommend the White Threshing Engine to all intending purchasers.

Yours truly,

GEORGE HUNT.

This is to certify that I was engineer to the above engine last fall, and I have run engines for the last fifteen years, and I candidly say that I never run a better engine.—JOHN WATKINS.

GEORGE WHITE, Esq.,—

Mayfair P.O.

Dear Sir,—The engine which I purchased from you last October gives entire satisfaction to all concerned. There are different engines hereabout, but the White Engine takes the lead; it is light in draught, safe from sparks; steam can be got up inside of forty minutes; the rubber springs are complete for the rough roads. All things taken into consideration, the White Engine cannot be excelled. The farmers for whom I have threshed were all satisfied, as several of them have annexed their names to this certificate. Trusting that all who want portable threshing machines will purchase from you, we are,

Yours truly,

CAMBELL & KERR.

JAMES MURRAY,
JOSEPH MILLER,
DONALD McTAGGART,
ALEX. McNEIL,
JOHN P. CORNEIL

DUGALD DUNCANSON,
LACHLEN McTAGGART,
JOHN DUNDON,
ALLAN STEVENSON,
and thirty others

MR. GEORGE WHITE,—

Burnside P.O., Man.

Dear Sir,—We have made a good season's threshing this year, amounting to 61,614 bushels, our account footing up to the snug sum of \$2,042.

Yours truly,

GEO. & JNO. HUNT.

White's Threshing Engine.

The following points of superiority in this Boiler and Engine cannot fail to attract the attention of those engaged in Steam Threshing:

1st.—The Engine and Boiler are made of the very best materials, by skilled mechanics, and are powerful enough to run any Separator to its full capacity, with easy firing and without forcing or straining, and cannot be choked down with the heaviest feeding.

2nd.—The Shell and Fire-Box of Boiler are straight and round, which is the oldest, strongest and safest form of boiler known, having no hole cut for grate or ash-pan.

3rd.—It has return Tubes and Water Space all round the return end, an improvement which none other can claim.

4th.—It will burn rough wood from one to five feet in length; coal of any kind, or cornstalks, can also be used with the utmost economy.

5th.—The Tubes are not liable to be burned by being exposed to the hottest part of the fire, or to contraction from draft on opening the door, as is the case with common fire-box or upright Boilers. There is a fusible safety plug in the highest part of heating surface, with soft metal core, which will melt out in case of low water, allowing the water to blow into the fire, thereby extinguishing it.

6th.—The principal wearing parts are made of steel and brass, and cannot possibly get out of line.

7th.—It is mounted on rubber springs, which are absolutely necessary on gravel roads. The wheels are all iron—no loose tires or spokes.

8th.—It has a water-pan under the furnace door, and is hooded around sixteen inches outside of door, so that no sparks or coals can escape.

9th.—The smoke-stack is very large, with an inverted cone screen, meeting the full force of exhaust steam, making the most perfect spark-arrester in use, at the same time giving a very strong draft.

10th.—A portion of the exhaust steam is used to fill the ports and cushion the piston, making a great saving. The water is brought almost to a boiling point before entering boiler, by passing through a coil of pipe, utilizing the double heat of exhaust steam and smoke-box.

11th.—License is given from the principal Insurance Companies with each Engine.

12th.—Parties purchasing will not be required to make any settlement until the Engine is started.

All who have used these engines are giving the most flattering testimonials, but I will submit only a few with each class of Engines.

Set the boiler

Use keros clean, keep

Fill with water-gauge pump valves

See that packed.

Oil all the not make the

Much fuel often, and ashes, or coals

Never close boiler when closed when the supply

See that the from the heater

Start and cocks before after starting stuffing-box sometimes closed. See that the

The speed thumb-nuts

Never all gauge. If, be seen in the fire with ger of explosion every week

Never positionally raised. Keep the ash coals or ash. Never leave to the fire too much steam

If possible may run as valve open.

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class of Engines.

DIRECTIONS.

Set the boiler as level as possible.

Use kerosene to clean the working parts ; when once clean, keep them so.

Fill with water about two inches in the glass of water-gauge. Use soft water if possible. Clean the pump valves before starting the Engine.

See that the piston and pump-rods are properly packed.

Oil all the bearings. Use the best sperm oil. Do not make the bearings tight at first.

Much fuel may be saved by cleaning out the flues often, and not allowing them to become filled with ashes, or coated with smut.

Never close the valve between the check-valve and boiler when the Engine is running ; this is only to be closed when taking out the pump valves. Regulate the supply of water by the valve in the suction pipe.

See that the pet-cock, that conveys the waste water from the heater, is kept open when starting.

Start and stop Engine very slowly ; open cylinder cocks before stopping, and leave open a few minutes after starting. Care should be taken that the governor stuffing-box is not screwed down too tightly, which sometimes occasions spasmodic action of the governor, See that the governor works freely.

The speed of Engine may be increased by screwing thumb-nuts on governor spindle.

Never allow the water to get out of sight in water-gauge. If, through want of attention, no water should be seen in the water gauge, or gauge cocks, put out the fire without delay ; failing to do this there is danger of explosion. If using impure water, blow out every week.

Never put any extra weight on safety valve. Occasionally raise the lever to see that the valve works free. Keep the ashes from under the grate, and never allow coals or ashes to accumulate in back end of boiler. Never leave the fire door open except when attending to the fire or fuel. Close the damper when you have too much steam.

If possible, time your machinery so that the Engine may run as the governor dictates, with the throttle-valve open.

The Engine may be run either way, and to effect this alter position of eccentric on main shaft, according to marks of chisel on main shaft. The Engine will not be efficient unless the marks on eccentric and main shaft correspond at one of the two places.

The speed of the Engine is 200 revolutions per minute. The size of belt-pulley on separator shaft should be $7\frac{1}{2}$ inches in diameter.

For security against fire the screen wire-cloth is fine, and should have attention to insure draft. It should be swept or brushed when choked.

Never use animal oil on rubber driving-belt.

License is given from the Principal Insurance Companies with each Threshing Engine.

→ STATIONARY ENGINES →

ALL SIZES.

PLAIN SLIDE VALVE,

ADJUSTABLE CUT-OFF SLIDE VALVE,

AND AUTOMATIC CUT-OFF.

Either of these kinds are built with special regard to

Durability and Economy in Fuel.

The following testimonial is for an Adjustable Cut-off Engine. Intending purchasers would do well to see it working at the McClary Manufacturing Company's Works in this city.

GEORGE WHITE, Esq., -

London P.O.

Dear Sir,—With regard to the 60 H.P. Engine we purchased from you, we are happy to be able to report that it is giving good satisfaction, and has proved to be all that was promised; although we are running more machinery than the old engine was capable of carrying, we find that we are not using more than one-half of the fuel previously consumed; and as regards simplicity of construction and perfection of working qualities, it leaves nothing to be desired.

Yours very sincerely,

JOHN McCLARY,
President of McClary Mfg. Co

Mr. Geo. White,—

Youngsville, Ont.

Dear Sir,—In regard to the Engine purchased by Ross & Thompson, we are pleased to say that it does its work remarkably well in every respect; in fact, it takes the least wood and water of any engine we have seen thresh, and has any amount of power.

THOS. RUTHERFORD,
WESLEY KENT,
HUGH McHARRY,
JAMES O'DOUB. } Farmers

Mr. GEORGE WHITE,—

Kimball P.O.

Sir,—Your letter of the 27th to hand, and note received with thanks. You wished us to write and let you know how we like our engine. We like it splendid. We ran seventy days and did not cost us a cent, nor were we delayed an hour. We had a good season, had good luck, and did not lose any time with breaks. We gave our belt a bad tear, about twenty feet; we would prefer a six-inch belt now; it would have more power, and not run so tight. I suppose you will have some new improvements the coming season.

Yours truly,
HARKNESS BROS.

Blumenfeld,

Werther Herr George White!

Ich danke Ihnen bestens für einen Dampf-
kessel, denn wie ich fest glaube wird meinen Dampf-
kessel in diesem County nicht übertroffen an Vortheil,
in Holz sparen und Arbeit fördern; auch wegen re-
gulantem Gänge und zugemessener Stärkekraft be-
fräftigt mein Dampfessel völlig was Sie mir ver-
sprochen haben, dessenwegen kann ich aufrichtig jedem
Kauflustigen rathe die Gute Maschine zu kaufen. Ich
danke auch für den Arm welchen Sie mir sandten,
und wünsche Ihnen das beste Wohlergehen.

Achtungsvoll Euer Freund,

Abraham Gierbrecht.

Intending purchasers will please apply to

**GEORGE WHITE,
FOREST CITY MACHINE WORKS,**

LONDON, ONTARIO,

for further information, which will be cheerfully
given, whether you purchase or not.

Licensed by Principal Insurance Companies.

Mr. GEORGE WHITE,—

Wyoming P.O.

Dear Sir,—We, the undersigned farmers of the Township of
Plymouth and Enniskillen, did engage Messrs. Bartly & Dennis,
to do our threshing with one of your little engines, which has
given us entire satisfaction. It is made at on wood and water
easy kept in steam, and is capable of driving any separator with
all ease, perfectly safe from fire as far as we can judge. We con-
sider your engine second to none for threshing purposes of any-
thing we have seen in this part, and we heartily recommend it to
any party that wants the like.

ALEXANDER DAWSON, ARTHUR HUMR,
JOHN DEBOROUGH, JNO. C. STEWART,
JOHN ROUS, WM. GRAINGER,
ALLAN McLEAN, JOHN HARKNESS,
ALEX. McLAULIN.

Mr. GEORGE WHITE,—

Maldstone Cross P.O.

Dear Sir,—Our little steamer, to all intents and purposes, is a
most satisfactory affair, with everything right equal to the task of
threshing from 900 to 1000 bushels of grain per day. Mr. McIn-
tyre, another thresher, told me that he had one of White's
Engines, and that in the Spring he was going to order another one
from the same establishment, remarking at the same time that
he firmly believed that it would be a thing almost impossible for
any other firm to make and adjust an engine that would give
more satisfaction than the engines Mr. White manufactures. We
heartily endorse Mr. McIntyre's statement in every particular.

Cordially yours truly,

JOHN & AMBROSE BONNEAU.

Mr. GEORGE WHITE,—

Maldstone Cross P.O.

Dear Sir,—We can recommend the engine we got from you this
season, and as we are old threshers with steam power and the
first to introduce it into this county, some seven years since, we
profess to know something about steam threshing. We have
threshed seventy-eight jobs, and are threshing yet. We don't
know when we shall be through; think you will get the \$25 over
the price; they have made no signs of foaming yet. We have
threshed for chronic growlers, but they have not growled at the
work we have done, because it takes so very little wood and
water. It has not cost us a nickel for repairs on either engine.

WM. GREENWAY. WM. WHITE.

Mr. GEORGE WHITE, London,—

West Wawanosh P.O.

Dear Sir,—We, the undersigned, have this day had the pleasure
of seeing one of your little threshing engines work at Mr. Hugh
Moreland's, lot 20, con. 3, West Wawanosh. It threshed about
six hundred bushels of wheat in about ten hours, using hemlock
slabs as fuel, with ease of firing. We are well pleased with the
way it does its work; it surpasses anything that has come into
this neighborhood yet, and we would recommend it to any person
wanting a first-class threshing engine. We consider it safe from
fire, as the wind was blowing the smoke towards the barn all day,
and there was no appearance of sparks whatever.

THOMAS PLUNKETT, HUGH MORELAND,
JAMES ROSE, WEL. OLIVER,
WM. J. SMITH, JOHN ANDERSON,
JOHN HAMILTON, WEST ANDERSON,
GEO. WATSON, RORT. HAMILTON,
JOHN F. NIVINS.

Mr. GEORGE WHITE,—

White

Dear Sir,—The season of threshing is nearly over
had a very satisfactory season, and as far
bought of you is concerned, we must, in justice, be
ahead, in our opinion, of all the threshing engines
the country, and we have had a large experience,
several other engines. And we would strongly re-
commend purchasers, for the following reasons: It is
struction and easily kept in order; has plenty of
rate of threshing; the spark screen is perfectly
except to turn down the smoke-stack at night to let
tubes keep perfectly clean, and a tube-cleaner has
of them; the grate gives no trouble, and does not
denly and leave the fireman in the lurch, but begin
at the back end with no perceptible disadvantage
so that it can be replaced at convenience; the wheel
removed in one minute, leaving the fire-box easy to
more power for its weight than any engine we
takes less wood and water to run it; it is low down
and well balanced; it may be placed so low on run-
almost impossible to upset it; this is a great ad-
country; the boiler never foams, and the mud-port
for cleaning all the interior of the boiler; the lac-
ment is a great drawback to nearly all other thres-
the round water bottom under the fire doors is al-
thing for safety against fire.

Yours truly,

Mr. GEORGE WHITE,—

Stone

Dear Sir,—The little engine is working tip-to-
it runs very nice and smooth, and gives entire
is the best threshing engine I ever fired, and it runs
to its full capacity with the greatest of ease, and
wood and water, and is absolutely safe from fire.

WM. A. WIL

Mr. GEORGE WHITE,—

West Wh

Dear Sir,—We have hardly done our duty in no
before respecting the Boiler and Engine we pur-
The reason was, we wanted to test it in the cold
We have when it was 30 below zero, and a very stiff
wind blowing on it, and under those difficulties
slightest trouble to keep my power, using cedar we
great credit for the manner in which you have
applied your heater; the water cannot reach the
boiling, a benefit which cannot be over-estimated.
some over half the fuel that my other engine did
in a steam-maker indeed; in fact, it is the best thres-
for sale in the Dominion, and I will back up th-
time. I have plenty of power for my shingle mil-
it to its utmost capacity; and I am glad to tell
farmers are well suited; this is a main thing.

FLETCHER

Mr. G. WHITE, London,—

Comber P.O., E

Dear Sir,—Thinking it only justice to "give hon-
is due," and feeling assured that to hear favor-
one's own workmanship must be always pleas-
chant, we have concluded to mention some few p-
working of one of your engines, which has been
not only to ourselves, but to all who have v-
that we now hasten to give credit to you as the
Your engine is now in its third year, and to men-
place, has not as yet cost one dollar for repairs
season threshed ten weeks, and had never yet fou-
feed so rapidly with good grain as to run us down
furthermore, we could always start with 40 lbs.
though we could run up to 100 lbs., if necessary,
obliged to use over 75 lbs., while any other en-
were four threshing in the district) would never
until under full head. On Mr. Peter Lafontaine
River, we threshed 178 bushels of oats in 44 mi-
being held by Captain Charleand and could run
1,200 to 1,400 bushels of oats per diem; in fact
was its work to all who witnessed it, that your
favorite in this vicinity, and from the reports o-
having other machines and engines were constan-
view for themselves their accuracy, and were inva-
to concede its excellence and superior qualities.
nor, it was tested very thoroughly once in your p-
that time on two other occasions to crowd its en-
out success. A certain engine not to mention
same make separator, but the engine one quarter
able to run the separator to its full capacity. Ye-
making an improved engine or the one we have,
we are unable to imagine where the improve-
for in the security from firing a stack or anythi-
easy firing and simple working and capability
even head of steam, it is in our opinion very
equal.

Trusting you may be as pleased to receive this
in being able to give it, We remain, Sir,
Yours truly,

GAL

Mr. GEORGE WHITE,—

Dear Sir,—I write you these few lines to let
us getting along. I am getting along well, th-
warning their jackets this year. The first
threshed three hundred bushels in the forenoon
—this— and —we were threshing one lo-
next place was Dr. Sloan's, and I threshed eight
in nine hours and a half. I moved to the next b-
noon, and threshed four hundred bushels in fi-
half. They are after me from all parts. I was
to go in another settlement, but I have got as
around home. There was a man in this section f-
ing separators. He was out where I was thresh-
that he sold a steamer to John Wilson in Morris.
that mine was working so well he cancelled l-
screen is a splendid rig; I still keep the fine one
Yours truly,

DAN

Mr. GEORGE WHITE,—

Dear Sir,—Every farmer that comes in likes t-
than any they ever saw. Yours truly,

J. A.

WHITE,-- Wilfrid P.O., Ont.
The season of threshing is nearly over, and we have satisfactory season, and as far as the engine is concerned, we must, in justice, say that it stands in opinion, of all the threshing engines in this part of and we have had a large experience, and now own engines. And we would strongly recommend it to purchasers, for the following reasons. It is of simple construction, easily kept in order; has plenty of power for any thing; the spark screen is perfectly safe, no trouble run down the smoke-stack at night to keep it dry; the perfectly clean, and a tube-cleaner has never been inside a grate gives no trouble, and does not give way suddenly the fireman in the lurch, but begins to wear slowly and with no perceptible disadvantage for a long time, is replaced at convenience; the whole grate can be removed in one minute, leaving the fire-box easy to clean; it gives for its weight than any engine we ever handled, and good and water to run it; it is low down on the wheels, and it may be placed so low on runners that it is possible to upset it; this is a great advantage in our boiler never foams, and the mud-ports are convenient all the interior of the boiler; the lack of this arrangement drawback to nearly all other threshing engines; water bottom under the fire doors is also a very good safety against fire.

Yours truly,
W. M. WAY.

WHITE,-- Stoney Point P.O.
The little engine is working tip-top. I can safely say very nice and smooth, and gives entire satisfaction. It threshing engine I ever fired, and it runs the machine capacity with the greatest of ease, and uses very little water, and is absolutely safe from fire.

WM. A. W. WILLIAMS,
Engineer.

WHITE,-- West Winchester, Ont.
We have hardly done our duty in not writing to you respecting the Boiler and Engine we purchased from you. I was, we wanted to test it in the coldest weather, and then it was 30 below zero, and a very strong North-west wind on it, and under those difficulties, I had not the trouble to keep my power, using cedar wood. I give you it for the manner in which you have constructed and our heater; the water cannot reach the boiler before it is so hot that it cannot be over-estimated. It does not consume half the fuel that my other engine did; and the Boiler maker indeed; in fact, it is the best threshing rig offered the Dominion, and I will back up this assertion any time plenty of power for my shingle mill, and can drive most capacity; and I am glad to tell you that the engine well suited; this is a main thing.

FLETCHER & BROWN.

WHITE, London,-- Comber P.O., Essex Co., Ont.
Thinking it only justice to "give honor where honor is due," and feeling assured that to hear favorable mention of workmanship must be always pleasing to a good man, we have concluded to mention some few particulars of one of your engines, which has been so satisfactory to ourselves, but to all who have witnessed them, how hasten to give credit to you as the manufacturer. It is now in its third year, and to mention in the first place, it has not yet cost one dollar for repairs. We have this threshed ten weeks, and had never yet found them able to thresh with good grain as to run us down for one minute; before, we could always start with 40 lbs. of steam, and it could run up to 100 lbs., if necessary, have never been able to use over 75 lbs., while any other engine (and there are many in the district) would never be ready to start a full head. On Mr. Peter Lafontaine's farm, at Belle River, it threshed 178 bushels of oats in 44 minutes, the watch being by Captain Charlemagne and could readily thresh from 400 bushels of oats per diem; in fact, so satisfactory work to all who witnessed it, that your engine is quite a novelty in this vicinity, and from the reports of its work, those who have seen the machines and engines were constantly coming up to them to see their accuracy, and were invariably compelled to admit its excellence and superior qualities. If you remember, it was tested very thoroughly once in your presence, and since then on two other occasions to crowd its capacity, but without success. A certain engine, not to mention names, with the separator, but the engine one quarter larger, was unable to separate to its full capacity. You are said to be an improved engine on the one we have, but for our part, we do not think where the improvement would begin, a security from firing a stack or anything adjoining, its simplicity and simple working and capability of retaining an amount of steam, it is in our opinion very hard to find its equal.

You may be as pleased to receive this report as we are able to give it.

We remain, Sir,
Yours truly,
GALINNO & RAY.

WHITE,-- Blythe P. O.
I write you these few lines to let you know how I am getting along. I am getting along well, the little engine is their jackets this year. The first day I started I threshed four hundred bushels in the forenoon and for market, and then we were threshing one load of oats. The day after was Dr. Sloan's, and I threshed eight hundred bushels of oats and a half. I moved to the next barn in the afternoon, I threshed four hundred bushels in four hours and a half, and then we were threshing one load of oats. I was offered \$15 a day for another settlement, but I have got as much as I can do now. There was a man in this section from London who was a steamer to John Wilson in Morris. When he heard I was working so well he cancelled his order. That was a splendid rig; I still keep the fine one in the bottom.

Yours truly,
DANIEL FRASER.

WHITE,-- Trafalgar P.O.
Every farmer that comes in likes the engine better than they ever saw.

Yours truly,
J. A. JOHNSTONE.

MR. GEORGE WHITE,-- Picton, Ont.
Dear Sir,--The Engine purchased from you does splendidly. I like the heater, and have no trouble to keep steam, and every farmer likes it where we have threshed; they think with us that it cannot be beaten. We have threshed every day since your son started it, and not a bit of trouble; it couldn't do better. I have to keep the damper shut fully one third of the time to keep the steam down.

Yours truly,
CHARLES MARKLAND.

MR. GEORGE WHITE,-- Madoc, Ont.
Dear Sir,--The Threshing Engine purchased from you works well; the best I have ever seen, and I have handled a large number of engines. The heater is a grand affair, and cannot be better, and the whole rig is so handy.

Yours truly,
WM. HILL.

MR. GEORGE WHITE,-- Barronsfield P.O., N.S.
Dear Sir,--After a thorough test, the Engine is proving a success, and suits us well; it is very easy to steam, and does not consume more than one-half as much coal as the engine we had before, and it has any amount of power for threshing or pressing hay; in fact, we are well pleased with it.

Yours truly,
J. H. & J. W. SEAMAN.

MR. GEO. WHITE,-- Tiverton P.O., Ont.
Dear Sir,--We write to let you know how we have got along with our engines. We purchased one from you in 1882, which gave us entire satisfaction; having concluded to purchase another for the past season, we had no hesitation in ordering from you; and both have done well; they are compact, light, and very easy to move. They have any amount of power for the heaviest threshing. They burn long wood, and are easily fired, keeping up steam with all ease in the coldest weather. The engines are very easy to keep in order. We have had no loss time with them, they are always ready for a day's work; no leaky flues or things getting out of order, and the best of all, the farmers like them; they are safe from fire, and altogether the best threshing Engine we have seen.

Yours very truly,
W. & A. KIRKCONNELL.

MR. GEO. WHITE,-- Tilbury Centre, Ont.
Dear Sir,--We certify that your Threshing Engine is the best we ever used; it works well, and has proved to be durable. We have used it four years, and it has not cost us one cent for repairs; and now it works as good as ever.

Yours truly,
BOGRAND & KING.

MR. GEORGE WHITE,-- St. Mary's P.O.
Dear Sir,--Received your card yesterday wanting to know how we liked our little engine. Well, we could not like it better; we have not lost one hour with it since we commenced threshing with it. We have been threshing beside engines of other make, and ours is the best of all. We can get up steam in less time than the rest, and it is easier kept up. It takes less wood and water than any other engine around, and gives better satisfaction as to safety of fire. We have not heard one complaint. All who see the engine run say it is the best and safest engine from fire they ever saw, and we do not have to blow the water out every time we move, because one team can draw it around full of water easier than two can draw most of the other engines empty. Your engines are giving far the best satisfaction of any other kind, and I think another year you will sell more engines around here than any other two firms. We have threshed after night, and as soon as dusk comes the men's eyes are all turned toward the smoke-stack looking for sparks, but the result is they can't see any. I would recommend all who intend buying an engine to try yours, and when they try, I am sure they will not go back on buying. The best engine is the cheapest, and I am sure yours is the best.

Yours truly,
CHARLES SKINNER.

MR. GEORGE WHITE,-- Sykeston P.O., Lambton Co.
Dear Sir,--In answer to your inquiries respecting the engine I got from you last April, I beg to say I am well pleased with it in every respect, and have given perfect satisfaction to every one we threshed for. We do not blow out the water every time we move, because one team can handle it quite easy. Your engine is giving the best satisfaction in these parts; I do not think there will be any other kind here. It is the lightest and strongest in the market for threshing purposes. It makes steam very easy and quick; I never take more than half an hour, and have got it up in 18 minutes. It will burn rough wood and soft as well as hard; it has power enough to drive two separators; we have threshed fifteen hundred bushels of grain in one day and moved across the road at noon 80 bushels of wheat, 600 of barley and the rest of oats. I was the first to introduce steam on this line, and did take considerable interest in the different engines for this purpose. I think yours is the best I have seen, and anyone wanting to buy an engine cannot do better than to purchase from you. The governor works the best of any I ever saw; they hold the engine well, just the same when empty as working.

Yours truly,
RICHARD H. HEAL.

MR. GEORGE WHITE,-- Mitchell P.O.
Dear Sir,--The Threshing Engine I am running under the charge you left to me is running splendidly and pleases everyone.

Yours truly,
WM. M. CHOWN,
Engineer.

MR. GEORGE WHITE,-- Essex Centre P.O.
Dear Sir,--The Engine No. 47 gives perfect satisfaction. It runs first-rate. I never ran anything that makes steam so easy as she does, or takes less fuel. We will send you a good testimonial.

JAMES DINGMAN,
Engineer.

The Safest, Most Durable & Easiest-Handled Engine
IN THE DOMINION.

1884

THE
FITTEST
SURVIVES.



AFTER THE TEST OF YEARS

IT IS STILL UNEQUALLED

1884

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Please Read the Pamphlet Carefully.

SOUTHAM & BRIERLEY, LONDON, ONT.

